BIWEEKLY NEWS MAGAZINE

THE BARNACLE

SERVING THE NEW BEDFORD FISHING INDUSTRY & MARITIME INTERESTS

◆◆ VOL. 2 NO. 5 ◆◆
MARCH 7, 1991

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PUBLISHER NOTES

By Gary S. Golas

One of the issues that seems to be a hot topic along the New Bedford/Fairhaven waterfront these days is that of how seafood is sold here. Many fishermen have expressed their discontent with the present process of selling seafood. The situation has been made more dramatic with the free fish give-away from the F/V Covered Wagon, whose owner decided it would be better to give his fish away rather than accept what he thought was a low price bid. The dealers involved maintained that the fish was not of good quality, therefore didn't deserve a higher price.

In an effort to bring you the opinions of fishermen in our Expressions page, of how they felt of the way products are sold in New Bedford, the Barnacle, with reporter Karen Gomes, attempted to get interviews last week. Unfortunately, most fishermen did not want to be photographed and not even interviewed. Sadly, there is plenty of fear and reservations about speaking out on the issue.

We do expect this topic to become a major public issue one of these days, especially in this election year, and when that happens it will need to be debated. We will do our best to report on it when the time comes.

Cover Photo: In a photo taken a number of years ago, the fishing vessel Ambassador appears to be ready for a take -off from Georges Bank as it climbs over a wave.

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Ship to Shore

Messages from offshore and home

Happy Birthday to

Mar. 8, Joe Reedy, Jr.
Mar. 11, Michael Figuenick and Ambrose Smith
Mar. 12, Capt Manny Santos
Mar. 13, Beverly McCombe
Mar. 15, Dennis Hogan Jr.
Mar. 16, Carol Makie, Tommy Gamble and Daniel Vinagre
Mar. 17, Herman Saunders, Steve Carreiro and Pat Pauline
Mar. 18, Mike O Reilly
Mar. 19, Linda Brennan
Mar. 20, Bob MacDonald

Special Thanks to WBSM's Bill Brennan for these messages! If you would like your messages on WBSM call Bill at 993-5091

To My darling Jeff who I miss so much
I long for your kiss your special touch
It's been days now since you left for sea
I just can't wait till your back home with me
My life is so empty when your not here
Not often a smile, but plenty of tears
So hurry home my #1 + only man
Cause I can't wait till were together again

For everynight you are not here
I get on my knees + I say a prayer
A prayer for you to be safe + warm
throughout the cold weather and
especially the storms
I worry about you so very much
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3/11 TOM BASTONI
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3/13 SONNY STANLEY
(BERGIE SEAFOOD)

3/14 ANTHONY REYNOLDS
F/V LIBERTY (WIFE RITA)

3/15 MARK 'BERGIE' BERGERON
"BERGIE'S SEAFOOD"

3/16 BILL BRUCE - RETIRED
"STEAMSHIP AUTHORITY"

3/17 HERMAN SAUNDERS
MALYKIE - WATERFRONT DOG

3/18 MIKE O'REILLY
F/V MISS HAPPY

3/20 CARL SCHLEMER
F/V WANDERER (WIFE & KIDS)

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NEXT ISSUE MESSAGES FOR PERIOD MARCH 21 TO APRIL 11
DEADLINE FOR MESSAGES FOR THIS PERIOD IS MARCH 15

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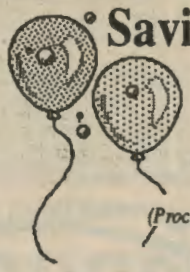

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Fishery Council Supports New Groundfish Measures To Go Before Public Hearings

The New England Fishery Management Council has given a green light to its Groundfish Committee to develop a plan to rebuild the depleting groundfish stocks. It has authorized the committee to prepare a public hearing document that would give fishermen the chance to give their views on the stringent proposal.

Groundfish Committee Chairman David Borden has proposed the route of much less comprehensive measures than were initially discussed to be included in this new amendment in the interest of implementing regulations "By starting right now, these restrictions could be in effect by early summer and we may avoid further deterioration of the resource," he said.

Fishermen can expect to voice their opinions on five critical areas and possibly more measures that have yet to be discussed. They include the following;

• A mesh size increase from 5-1/2 to 6 inches in the Regulated Mesh Area including the Southern New England Yellowtail Closure Area

• An expansion of the Southern New England Yellowtail Closure Area (which halts all commercial fishing operations that can catch yellowtail flounder during three months of the year to reduce fishing pressure on smaller yellowtail)

• A requirement that vessels fishing in the Regulated Mesh Area, of which the Souther New England Yellowtail Closure Area is a part, to have onboard only legal size large mesh, but an exception that would allow vessels to transit the area with small mesh onboard provided it is stowed according to strict specifications

• Restrictions on the directed fishery of haddock such as trip limits or an expansion of the present haddock spawning area closure system

• A moratorium on new groundfish permits and limitations on upgrading vessel capacity or horsepower as of February 21, 1991.

"The committee wants to move ahead more quickly with whatever measures they can develop now," said Phil Haring, a Council Staff Analyst. If it were to take a broader more comprehensive step newer conservation measures wouldn't be implemented until 1992. "Amendment 5 certainly will not mean the last of amendments for the groundfish, that will be the first step of a rebuilding plan that will go on for several years."

The committee plans to meet in East Boston on March 20th to discuss the proposal further. It plans to also discuss a proposal calling for an annual two month period in which fishermen would temporarily surrender their federal groundfish permits. They plan to determine if there is sufficient analysis to start planning for public hearings which could take place in April or May.

The public is invited to any of the Groundfish Committee meetings. The next meeting will be held at the Ramada Inn, Route 1A in East Boston on March 20 at 9 AM.

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Scallop Plan Almost Ready

The Scallop Committee of the New England Fishery Management Council plans to meet possibly up to two times this month to finalize what will be the newest and most stringent rules yet for those involved in the scallop fishery.

So far the committee supports a two year moratorium on any new vessels entering the fishery and the development of a target quota for all full time vessels. Other measures that need to be discussed include trip limit figures, the actual amount of layover days, and monitoring requirements. There is also support to do away with the meat count method of conservation which is strongly supported by New Bedford fishermen.

The current 35 meats per pound regulation is set to expire at the end of June. It is anticipated that the new plan could be implemented by that time. The committee plans to send the full council its final recommendations in April.

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New Bedford Fishing Industry Reps Speak Out On Proposed US/Canadian Fisheries Enforcement Agreement

There was a wide range of concerns expressed by New Bedford Fishing Industry Representatives before a Washington panel regarding the new Fisheries Enforcement Agreement between the United States and Canada. The Subcommittee on Fisheries and Wildlife Conservation and the Environment hosted an informal meeting in New Bedford on February 25th to give local fishermen the chance to hear and view their concerns.

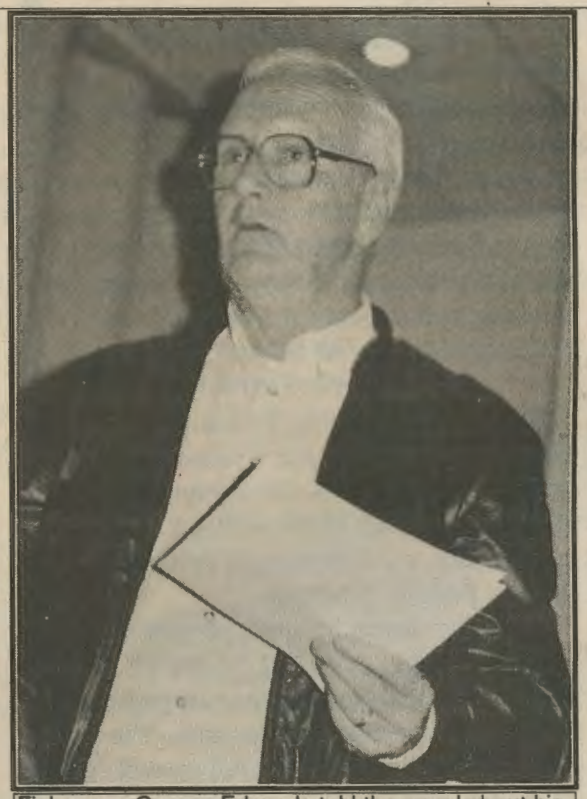
The Executive Director of the New Bedford Seafood Producers, James Costakes began the local panel discussions saying that the responsibility should lie with the captains of the vessels and not the boatowners. "If the captain is responsible for that vessel than he's the guy that should be violated. Even if the owner fires him from that vessel, he'll go out on another vessel so that there is no responsibility there."

The agreement must first be accepted by both governments and there is no schedule as to when it could be implemented. The agreement is the product of negotiations started at the request of Congressman Gerry Studds after Canadian Patrol Boats fired warning shots at American Fishing Vessels allegedly fishing on the wrong side of the maritime boundary on Georges Bank. The negotiations were prompted by the case of the F/V Mary Elizabeth, whose owner and captain were driven nearly to bankruptcy defending themselves against illegal fishing charges that were subsequently dismissed by Canadian Courts.

"Obviously, the law enforcement problems we have had on Georges Bank over the past few years have not helped anyone. The Canadians do not benefit, US Fishermen who obey the law, which is the vast majority, have faced unfair competition from those who don't. And there has been a constant risk that some day, someone probably from this city would get seriously hurt," explained Studds.

Howard Nickerson of the Offshore Mariner's Association voiced his opposition to the high fines under the proposed agreement. "Everybody feels there is a tremendous amount of money in this industry available for fines. The problem is that there is a tremendous amount of money in this industry that is owed to banks, the federal government and for other places."

The attorney who represents the New Bedford processors, Harvey Mickelson suggested that the issue is that of giving government agencies too much power. "There is little question in my mind that the Magnuson Act has given rise to fishery plans that have subjected people to absolute liability and penalties that have gone up and up in order to deter people from doing it. How do you deter someone from doing it when he is in an absolute liability situation. He does not have to have the knowledge, does not have to have an intent."



Fisherman George Edwards told the panel about his experiences of harassment by Canadian Enforcement Agents.

The Port Agent of the Seafarers International Union, Henri Francois voiced his opposition to the higher fines which he characterized as "too much." Mayor John Bullard suggested that "either with fishery

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rights or fishery managemenbt, the US and Canada have to develop rules and policies in the way that recognizes that Georges Bank is not something that could be dvidied."

Under the new agreement the following would be prohibited;

- To fish in water of Canada without authorization,
- To pass through Canadian waters without having stowed all fishing gear on board by strict specifications,
- Illegal to fail to stop for an inquiry by authorized Canadian Officers, dispose of fish after being signaled to stop before an opportunity of inspection or any refusal to allow in onboard inspection,
- Assault, resist, oppose, impede, intimidate, threaten, obstruct, delay, prevent or interfere with an authorized Canadian Officer conducting a boarding, inspection or arrest
- Make false statements in connection with fisheries enforcement.
- Fail to pay any fine or penalty or comply with any forfeiture, duly imposed by Canada for violation of fisheries law.

Lastly, the mate of the F/V Mary Elizabeth,

Representatives from the New Bedford Fishing Industry were on hand to express their concerns about the new proposal.

Georges Edwards decided to attend the meeting to state his experiences of what he called harassment by Canadian officers during the boarding two years ago which left the vessel owner nearly bankrupt after fighting Canadian courts. "I'd like to see that if fishermen are threatened that we have a recourse. It's very dangerous, none of us were able to recoup our losses either."

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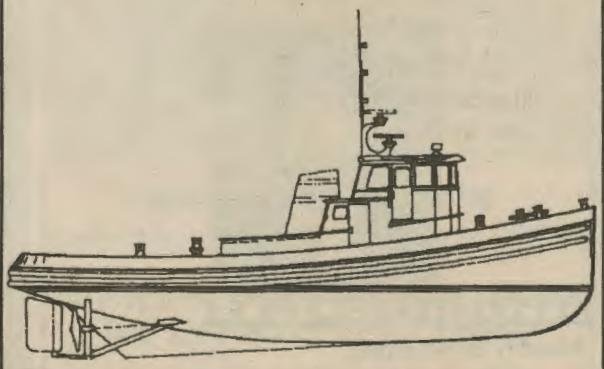

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Massachusetts Governor Seeking New Fishery Council Nominees

Governor Weld will soon submit three qualified nominees to fill the obligatory Massachusetts seat on the New England Fishery Management Council. The list of nominees must be submitted to the Secretary of Commerce by March 15, 1991.

Recognizing the need for expediency, we wish to assemble the best possible list for the Governor's consideration. Accordingly, we are inquiring whether you or someone in your organization is interested in serving on the New England Fishery Management Council. Potential candidates must be "individuals who, by reason of their occupational or other experience, scientific expertise, or training, are knowledgeable regarding the conservation and management, or the commercial or recreational harvest, of the fishery resources of the geographical area concerned."

If you are interested, please immediately contact either David Pierce or Dan McKiernan in Boston at (617) 727-3193 so we can mail you the appropriate forms.

Remember, time is short, so an immediate response will be greatly appreciated. If you can't reach Dan or Dave, try Randy Fairbanks, Jim Fair or myself at the same number (617) 727-3193.

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In a photo submitted by Douglas Stinson on board the F/V Narragansett, the crewmembers feed the load of skates onto a conveyor which slices the wings of the fish. The photo was taken in early February on a cold, windy day some 70 miles off Nantucket Island. The rest of the fish is thrown overboard for "gull-food".

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Coast Guard Reports

Provided as a courtesy of CG First District, Boston

February 1, 1991/ 6:30 PM

The Coast Guard received a report of an activated EPIRB in the vicinity of Chatham. Two commercial aircraft verified the signal and a helicopter was launched to investigate. The signal was localized to a warehouse or storage area near Orleans. The information was passed on to the Civil Air Patrol who had found and secured two ELTS that had been accidentally activated.

February 3, 1991/ 3:48 PM

The F/V Jupiter had called the Coast Guard to relay a medical assistance call from the F/V Harvey F. Gamage which was out 120 miles east of Nantucket. A crewman was suffering from a possible heart attack and the vessel was requesting assistance. The flight surgeon was briefed and recommended evacuation by helicopter which was successful. Debriefing of the crewman revealed he had not reported he had a heart attack five years ago or any history of heart disease. Group Woods Hole was unable to reestablish contact with the F/V Jupiter to determine the origin of the misinformation. Cape Cod Hospital reported that the crewman was released one hour after being admitted no apparent illness or health problems.

February 3, 1991/ 5:07 PM

Coast Guard Station Scituate monitored a radio call on channel 16 in which a child said, "Need a back . . .six persons . . .crushed . . . Need Help, Help, Help, Help, 20 miles, no, 5 miles off Green Harbor . . .Help, Help, Help, Mayday, Mayday, Mayday, Help, Help, Help." The Coast Guard obtained a directional find line of position which cut near Green Harbor. An urgent marine broadcast was issued and a vessel was dispatched to search. The call was also heard by a number of other people. Numerous vessels where in the area, none where in distress. Call was determined to be a probable hoax.

February 3, 1991/ 3:54 PM

The F/V Vito C. reported it was 120 miles east of Cape Ann and it reportedly dragged up a blue 55 gallon drum which, when it fell on deck, burst and sprayed a lime-green liquid onto two crewmen. The crewmen reported the liquid smelled unlike anything they had smelled before and caused fish

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on deck to turn white. Shortly after the incident, the crew developed symptoms of nausea, stomach cramps, vomiting, eye irritation, and "cotton mouth". The flight surgeon was briefed and recommended that the crew attempt to get a sample of the liquid, jettison the barrel and fish overboard, wash down the vessel, and that the crew shower, change clothes, and monitor their symptoms closely. Federally sources dealing with hazardous materials where unable to determine the identity of the liquid and concurred with the flight surgeons recommendations. Following a day of sailing back to the port of Gloucester, the crew was feeling better and federal officials were to meet the vessel at the pier for further investigation.

February 6 1991/ 5:03 PM

The 55' dragger F/V Three Sons reported that it was 20 miles south of Marthas Vineyard and was taking on water and unable to keep up with the flooding. Coast Guard vessels and a helicopter was dispatched to deliver five pumps to the vessel. With one pump not working, the crew was able to keep up with the flooding. The flooding was controlled and the vessel was escorted back to New Bedford.

February 7, 1991/ 1:55 AM

The F/V Westport, a 98' scalloper reported at 10 miles east of Nantucket that it was taking on water and not able to keep up with the flooding. The Coast Guard assisted with pumps and escorted the vessel to Nantucket.

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Schamonchi Captain Awarded Coast Guard License

Captain Ronald J. Rock of New Bedford was awarded a U.S. Coast Guard Master 500t and Mate 1600t Near Coastal License.

The license authorizes Rock to captain vessels up to 500t and to mate on vessels up to 1600 tons out to 200 miles off shore.

Captain Rock passed the Coast Guard test after completing a Houston Marine exam-prep course at Northeast Maritime in New Bedford.

Captain Rock has been active as a Mate and Captain of boats for the past 16 years. Most recently he has been the Captain of the Passenger Vessel Schamonchi. He assisted last June during the evacuation of more than 700 passengers from the grounded liner Bermuda Star in Buzzards Bay.

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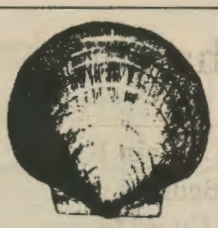
SCALLOP LANDINGS



Monday, February 18, 1991	*Liberty*	12,000 lbs	$3.85 Channel
Tuesday, February 19, 1991	*Oceanic*	9,200 lbs	$3.95 Channel
Wednesday, February 20, 1991	*Capt Malc*	9,200 lbs	$3.60 Channel
Thursday, February 21, 1991	*Capt lou*	8,500 lbs	$3.85 Channel
Friday, February 22, 1991	*No Scallopers At Auction*		
Monday, February 25, 1991	*No Scallopers At Auction*		
Tuesday, February 26, 1991	*No Scallopers At Auction*		
Wednesday, February 27, 1991	*Resolute*	7,300 lbs	$3.86 Block Island
Thursday, February 28, 1991	*No Scallopers At Auction*		
Friday, March 1, 1991	*Jupiter*	9,000 lbs	$4.05 Channel

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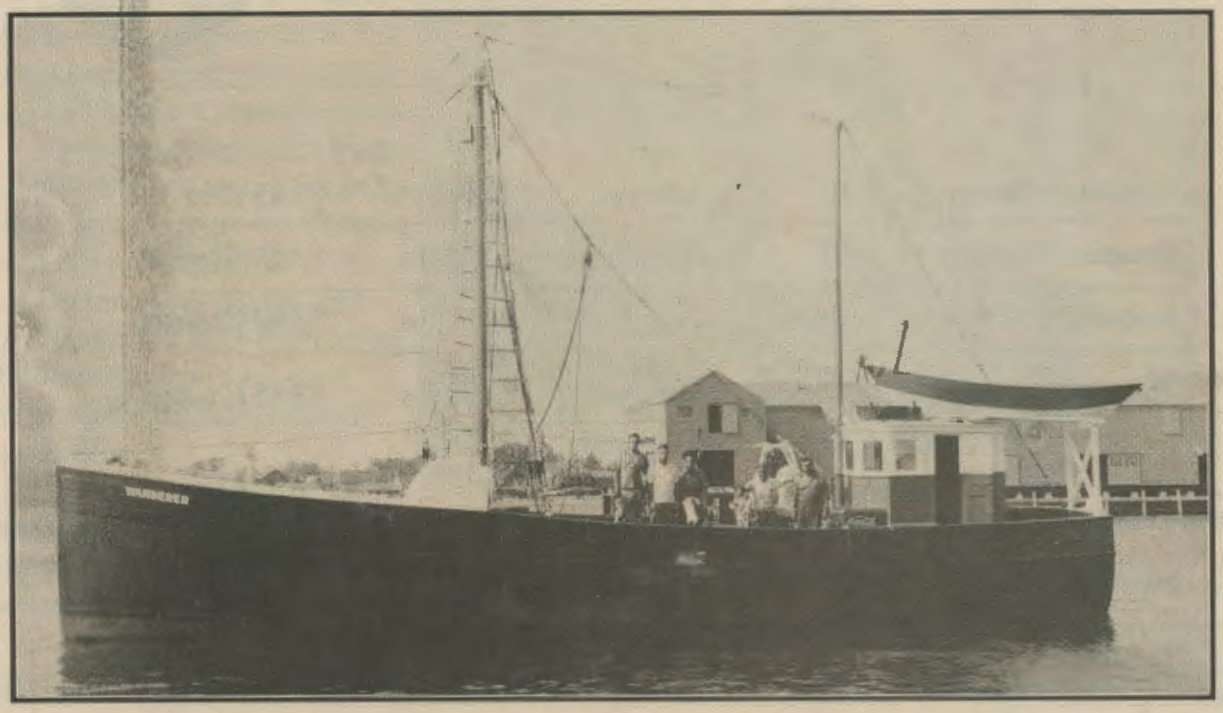
Thanks Again To James Rocha For Sharing These Rare and Old Offshore Photos of the F/V Wanderer



TOP PHOTO: Crewmembers stand with pride on the F/V Wanderer, in this photo taken in the early 50's. RIGHT PHOTO: The crew gets ready to hoist the net from the starboard side out on the fishing grounds.

TOP PHOTO: The net of the F/V Wanderer comes aboard loaded with fish. Just imagine how the fishing was back than! BELOW PHOTO: An unidentified crewmember works the winch while the nets are brought on board.

ATTENTION ALL FISHERMEN:

The Offshore Mariners Association offers you the chance to win $25 simply by entering your offshore photos in the Barnacle Contest. If the photos are chosen, they will be published in the Barnacle.

1. All photos must feature offshore shots.
2. Call 999-4255 to have your photos picked up or mail them to The Barnacle, P O Box 71, Fairhaven, MA 02719.

DRAGGER LANDINGS

Act II 15,400/ Lady Jay 19,500/ Libby II 20,800/ Linda & Ilda 18,800/ Niagara Falls 22,700/ Thor 27,000/ Virginia Sands 19,600

TOTAL 143,800 lbs

Feb. 18, 1991
Monday

1,400 lbs	Haddock Large 1.00-1.25/ Scrod .80
84,600 lbs	Cod Whale 1.10-1.15/ Large 1.10-1.30/ Markets 1.09-1.30/ Scrod 1.10-1.30
15,900 lbs	Blackbacks Large 2.25-3.00/ Small 1.00-2.50/ PW .60-1.00
20,300 lbs	Sand Dabs .50-.70
21,600 lbs	Yellowtail 100-120 count 1.00-1.07/ 130-180 count 1.00

Maureen S 20,400/ Seel 19,500 TOTAL 39,900 lbs

Feb. 19, 1991
Tuesday

28,600 lbs	Cod Large 1.20/ Markets 1.20/ Scrod 1.20
7,900 lbs	Blackbacks Large 2.20-2.70/ Small 2.20-2.70/ PW 2.20
3,400 lbs	Sand Dabs .60-1.00

Bagatell 23,000/ Iberia II 28,000 TOTAL 51,000 LBS

Feb. 20, 1991
Wednesday

30,000 lbs	Cod Whale 1.30/ Large 1.30/ Market 1.45/ Scrod 1.30-1.40
9,000 lbs	Georges Lemonsole 2.30/ Large 2.30/ Small 2.10/ PW 1.10
3,500 lbs	Blackbacks Large 2.30/ Small 2.30
8,500 lbs	Sand Dabs 1.10

American Hope 18,500/ Fisherman 12,000/ Lucimar 14,500/ Sagres 11,200/ Sea Siren 18,000/ Susie K 20,000/ Voyager I 15,400

TOTAL 109,600 LBS

Feb. 21, 1991
Thursday

500 lbs	Haddock Large 2.00/ Scrod 2.00
36,000 lbs	Cod Whale 1.15-1.35/ Large 1.15-1.50/ Market 1.20-1.50/ Scrod 1.20-1.50
9,500 lbs	Georges Lemonsole 2.20 / Large 2.25/ Small 1.80
1,000 lbs	Blackbacks Large 1.00-2.25/ Small 1.00- 2.25/ PW .80
2,600 lbs	Dabs Large 1.00
200 lbs	Greysole 1.00
14,800 lbs	SandDabs .80-1.80
45,000 lbs	Yellowtails 90-110 count 1.55/ 100-120 count 1.55-1.90/ 140-160 count 1.15/ 160-180 count 1.13-1.15

Impulse 14,700/ Isabel S 21,300/ Manny & Christine 13,500/ Sao Paulo 14,000

TOTAL63,500 LBS

Feb. 22, 1991
Friday

400 lbs	Haddock 1.50
32,100 lbs	Cod Whale 1.35/ Large 1.35-1.45/ Market 1.30-1.45/ Scrod 1.35-1.45
1,900 lbs	Blackbacks Lg 2.20/ Small .80-2.10/ PW .60
12,300 lbs	SandDabs .80-.90
16,800 lbs	Yellowtails 100-120 count 1.50/ 160-180 count 1.30-1.40

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TOTAL 185,600 lbs

Feb 25, 1991
Monday

2,000 lbs	Haddock Large 1.30/ Scrod 1.30
97,400 lbs	Cod Whale 1.10-1.30/ Large1.10-1.50/ Markets 1.25-1.50/ Scrod 1.25-1.50
4,600 lbs	Blackbacks Large 2.00/ Small 1.00-2.00/ PW .60-1.00
100 lbs	Greysole .50
25,900 lbs	Sand Dabs .60-.80
55,600 lbs	Yellowtail 100-120 count 1.25-1.35/ 160-180 count 1.15-1.25

Exact 32,100/ Galacia I 23,000/ Mary K 18,000/ Portugal 17,200/ Sea Escape 16,500/ Shelagh K 18,000

TOTAL 124,800 lbs

Feb 26, 1991
Tuesday

200 lbs	Haddock Large 1.50
80,100 lbs	Cod Whale & Large 1.02-1.30/ Markets 1.30-1.60/ Scrod 1.20-1.30
8,600 lbs	Blackbacks Large 2.00/ Small 1.00-2.00/ PW .80-1.25
18,600 lbs	Sand Dabs .75-.80
17,300 lbs	Yellowtail 100-120 count 1.40/ 130-150 count 1.25/ 140-160 count 1.50/ 160-180 count 1.25

Ana Palmira 16,700/ Atlantic Star 17,500/ C-Venture 14,200/ Cidade De Aveiro 20,300/ Jenny & Cristina 21,000/ Lady Laura 16,800 / Luso American II 23,300/ S Pedro 16,000/ Sehora Da Boa Viagem 21,800/ Valkyrie 24,500

TOTAL 192,100 LBS

Feb 27, 1991
Wednesday

5,900 lbs	Haddock Large .80-1.50/ Scrod .80-1.00
52,800 lbs	Cod Whale 1.00/ Large 1.00-1.50/ Market 1.20-1.50/ Scrod 1.25-1.50
7,000 lbs	Blackbacks Large .80-2.00/ Small .60-2.00/ PW .50-1.50
2,600 lbs	Dabs Large .80-1.00/ Small .60-.80/ PW .60
27,900 lbs	Sand Dabs .70
95,900 lbs	Yellowtail 100-120 count 1.40-1.42/ 160-180 count 1.25

Cowboy 19,600/ Elizabeth C 14,000/ Galaxy 13,000/ Lisbon 15,000/ Sao Jacinto 10,500/ Shantelle & Nancy 14,900/ Susan Mary B 33,800/ Vila Da Murtosa 9,100

TOTAL 129,900 LBS

Feb 28, 1991
Thursday

5,100 lbs	Haddock Large 1.00/ Scrod .80-1.00
34,000 lbs	Cod Whale 1.15 / Large 1.00-1.15/ Market 1.00-1.25/ Scrod 1.00-1.25
6,500 lbs	Blackbacks Large 1.00-1.80/ Small .80-1.60/ PW .60-.80
1,700 lbs	Dabs Large .80-1.10/ Small 1.00
38,000 lbs	SandDabs .50-.80
44,600 lbs	Yellowtails 100-120 count 1.40-1.55/ 160-180 count .90-1.50

Act II 12,200/ Atlantis 15,200/ Costa Da Gale 17,500/ Creole Belle 9,800/ Fisherman 21,600/ Imigrante 15,600/ Libby II 22,500/ Linda & Ilda 18,700/ Lucky Venture 18,500/ Marlu 16,800/ Sao Marcos 16,900/ Southern Crusader 2,500/ Thor 19,100/ Triunfo 16,700

TOTAL 243,600 LBS

Mar 1, 1991
Friday

3,000 lbs	Haddock Large .80-2.00/ Scrod .60-2.00
77,800 lbs	Cod Whale 1.10-1.20/ Large .80-1.20/ Market.80-1.20/ Scrod .60-1.20
9,200 lbs	Georges Lemonsole 1.60/ Large 1.50/ Small 1.40
18,700 lbs	Blackbacks Lg .80-2.00/ Small .60-1.70/ PW .40-1.00
100 lbs	Pollock .20
1,100 lbs	Dabs Large 1.00/ Small .80-1.00/ PW .60
800 lbs	Greysole Large 1.00/ Small .50-.80/ PW .40-.60
54,700 lbs	SandDabs .30-1.00
78,200 lbs	Yellowtails 100-120 count 1.00-1.27/ 140-160 count 1.00/ 150 170 count 1.05/ 160-180 count .90-1.10

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BARNACLE
Letter's To The Editor

Dear Editor;

Congratulations on The Barnacle! We look forward to each issue even though we are not directly connected with the commercial fishing industry. We also have a question that perhaps some of your readers who are in the industry can answer. How is trash supposed to be disposed of on fishing vessels?

As part of our concern for the appearance of our community, we "adopted" Ft. Phoenix Beach. Weather permitting, we remove the debris that washes up on this historic beach area every weekend. It is appalling and is obviously from boats. Milk, juice and water plastic containers, fish boxes, lines, fishing gloves, soft drink can joiners (seagull couplers we call them), disposable lighters, plastic bags, engine additive containers, etc. We first believed that much of this trash had to come from pleasure boaters, but the volume does not decrease appreciably between pleasure boating seasons. We cannot understand why people who make their living from the ocean would not take better care of it. It would be like a farmer not taking care of his soil, and from a public relations standpoint it would seem that people like us would be more inclined to support causes near and dear to our local fishing interests if we felt that the fishing interests were more responsible in waste management.

Bill and Dorothy
Fairhaven

The Barnacle welcomes any Letters to the Editor on topics of importance to the fishing industry and area harbor.
Letters must be limited to 300 words or less, signed by your name. Also include your address and phone number (which will not be published). Letters which are submitted unsigned may not be printed. Send your letter to: LETTER TO THE EDITOR, P O BOX 71, FAIRHAVEN, MA 02719

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OFFSHORE MARINERS ASSOCIATION UPDATES

WRITTEN BY HOWARD NICKERSON, EXECUTIVE DIRECTOR

An Open Statement To The Industry

1991 I stated previously could be the most troublesome year for this New Bedford Area commercial fishing industry.

It's been tough for many of the sea scallopers who have tried to stay scalloping according to the regulations demanded they scallop by.

These regulations placed in effect by the New England Fishery Management Council, agreed to by the National Marine Fisheries Service and the Secretary of Commerce.

The infamous sea scallop count enforced by the National Marine Fisheries Service and backed up by the General Counsel of NMFS and NOAA.

For several years the sea scallop industry here in the Greater New Bedford Area has requested elimination of the meat count and in it's place an effort control program, similar to what was used successfully for many years here in New Bedford. This would be proper conservation and resource management in our opinion.

For the United States Government to confiscate a whole trip of scallopers, 200 or 400 bags of scallops, based on a few handfuls of scallop samples taken from up to 10 bags is not right. It's not right that a check is made to the U.S. Treasury for the scallops sold, usually at a reduced price, to be held in escrow until the legal aspects are finally concluded.

It is not right that no expenses of the trip are paid before the escrow trip check is made out.

Then of course, if General Counsel wins the case or a settlement prior to conclusion, with a large fine placed against the trip and the vessel owner, it's over or is it? I have never heard of anyone getting back trips check placed in escrow or any part thereof.

The crew receives zero wages for the trip and time lost. The owner has had to pay the expenses of the trip which is thousands of dollars. There is now a violation settlement of thousands more (usually) to be paid by the owner. Where does it end?

The disturbing part is that what I have mentioned has done nothing for conservation or resource management.

1991 is the beginning of a tough era for the groundfishermen also. Effort control which is not considered for scallopers will be the name of the game for the groundfish industry.

The Fishery Management Council and National Marine Fisheries Service staffs and members are considering and recommending various methods of effort control, such as more days ashore, a possible tie

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up of 2 months either to divided into 1 month of choice, twice in a year or 2 months at one time in a year.

The fishing permit will be turned in for the period tied up.

The diamond mesh size will be increased to 6" although some staff people have recommended mesh size should be increased to 8" diamond immediately!

Fishing areas in some cases will be increased in the size closed to fishing and scalloping. The amount of time closure may also be increased in some cases.

Haddock should not be fished as a directed fishery and a bycatch status only will be possible. Size or percentage of bycatch has not been decided as yet.

Moratorium, for groundfish permits may be part of the future, but not established as yet.

One-mesh-on-board may be part of the future.

All of the Regulations presented here will probably have to go out to Public Hearings and should take a lot of time and discussion. That I cannot guarantee however, especially the increase to a 6" diamond mesh.

What amazes me is that I have groundfishermen tell me that I have groundfishermen tell me that they do not need to belong to an Association. Who do they think is fighting for them?

February 19th, 20th, 21st I was in Danvers at New England Fishery Management Council meetings. I don't enjoy going to all day meetings where I am trying to prevent or delay new Rules and Regulations continuously.

I don't think the Council and National Marine Fisheries Service people like to see me there either and worse yet to hear me disagree with their opinions as to what's needed, to save the commercial fishing industry and yet make it economically feasible for fishermen to make a living and boat owners to pay their bills so that they don't have to lose their boats.

1991 has got to be the year, starting right now when fishermen have to UNITE. 1992 will be too late to ask what happened? and complain about the REGULATIONS.

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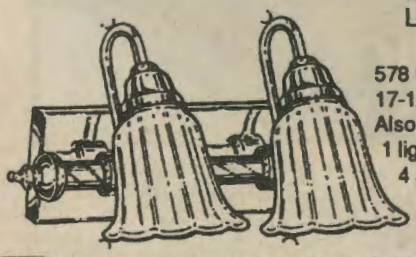

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Schooner ERNESTINA Log

Provided by Schooner Ernestina Commission
By Joseph C. Cardozo, Director

On Friday, February 22, 1991, Leonard Brainsky of Bridgeport, Connecticut along with his wife visited New Bedford with a major gift for the Schooner ERNESTINA/MORRISSEY Museum in honor of the Schooner ERNESTINA being designated a National Historic Landmark.

Mr. Brainsky, former president of the Connecticut Marine Model Society, presented a three-foot long model of the ERNESTINA to Robert J. Alves and Antone Silva, members of the Massachusetts Schooner Ernestina Commission.

Mr. Brainsky, a model builder for the past 25 years, was inspired to build a model of ERNESTINA after joining in with the efforts of the Connecticut Friends of the Ernestina/Morrissey, Inc. to bring the vessel to Connecticut in 1984.

"This labor of love took one year and half to build," said Mr. Brainsky. The twenty-inch tall model was made with several types of wood; pine, walnut, holly, lemonwood and cherry.

"On behalf of the many friends of ERNESTINA, we thank you for your thoughtfulness and efforts in constructing a model of our historic vessel", said Robert J. Alves, Chairman of the Schooner Ernestina Commission.

The Schooner ERNESTINA/MORRISSEY Museum contains materials dating from 1894 to the present. The Schooner Ernestina Commission receives papers, photos, and artifacts concerning the Schooner ERNESTINA ex EFFIE M. MORRISSEY for safekeeping and research. For further information regarding gifts to the Museum call the Commission office at (508) 992-4900.

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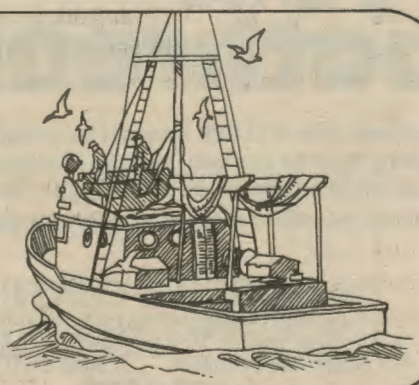

The Construction of the Model by Leonard Brainsky
Started spring 1989. Finished late spring 1990.

In early spring of 1989 the Ernestina docked at the Captain's Cove Marina, Bridgeport, Ct. for a few days layover. I met her with my camera and plenty of film. I shot 3 or 4 rolls of film recording every detail of her that I could reach. When she returned to Bridgeport a few weeks later I again met her armed with the set of photos I had taken, a ruler and a pen that would write on a photo. I measured everything on her deck and hull and marked the measurements on the photo that corresponded.

As I had previously written to the Ernestina/Morrisey Society, New Bedford, MA., (my wife and I are members) requesting a copy of the lines to the ship, I was ready to start the model. This model is completely scratch built except for the chain and cordage.

The hull was constructed with 1/2" horizontal pine lifts. I gave it two coats of red primer, tinted to a red lead color. Above the water line she was painted flat black. Again two coats. As a final finish I painted the exterior with a flat finish varnish which left a very dull sheen that protected the paint. Everywhere that the ship had white paint I used holly and left it natural. The blocks, some of them with brass sheaves, are made of cherry and spars are lemon wood. The deck of the ship was painted with a walnut color varnish so I used walnut to plank the deck. The iron work is made of brass that was either blackened or painted. All of the iron work specs. were taken from "American Fishing Schooner" by Howard Chapelle.

For the sails, rigging and spar work I used "Gloucester Fishing Schooners" by Erik A.R. Ronnberg Jr. as well as Chapelle's book as my sources of information. The rigging line I used is Irish linen. The sails are balloon cloth. The blocks and deadeyes are cherry wood. The iron work again is brass either pained or blackened.

What is "Crashworthiness"?

by
Attorney Robert T. Karns

Trauma, inflicted by accidents, such as at the workplace or by products (motor vehicles, firearms, household goods, etc.), is the largest killer of Americans under age 44. For example, one study shows that in 1985, 143,000 Americans died from injuries and 57 million were injured with 2.3 million hospitalized. The same study indicated that in 1988, the economic costs of trauma was 180 billion dollars. These numbers do not include defective drug cases, medical device cases, or diseases concerning product liability such as smoking, asbestos or environmental hazards such as air and water pollution.

The legal theory behind product liability on behalf of the victims against the manufacturers are negligence, such as defective design, breach of warranty, such as the product not being fit for the reason it was manufactured, or strict liability, meaning that the product is dangerous in and of itself.

Regarding product liability and the manufacturing of automobiles, one legal theory is that of "crashworthiness". In a crashworthiness case (also known as an "enhanced injury" case or a "second injury" case), the plaintiff does not claim that a defect in a vehicle should have been designed to minimize injuries in the event that an accident occurred, and that as a result of poor design, the plaintiff's injuries in an accident were worse than they otherwise would have been.

In a crashworthiness case, recovery is for what is called the "enhanced injury", injury over and above the injuries that probably would have occurred in the collision absent the defective design.

Therefore, an automobile manufacturer is under a duty to design and manufacture a vehicle that is "reasonably crashworthy". That duty includes eliminating unreasonable risks of injury and taking reasonable steps to minimize the injury producing effects of collisions. A manufacture who fails to do that can be liable for resulting enhanced injury.

Accident litigation often times requires looking beyond the initial accident. Obviously, in a crashworthy case, the plaintiff may have a case against the other automobile operator that originally causes the accident and also a cause of action against the manufacturer for the enhanced injury because the vehicle was "uncrashworthy". Another example of this would be in an accident caused by a drunk driver, the plaintiff may have one cause of action against the drunk driver that caused the accident and another cause of action regarding liquor liability against where the drunk driver became intoxicated.

Often times the plaintiff and his attorney must look beyond the original accident and protect all causes of action. Protect your rights!

FROM THE GALLEY

Recipes Featuring
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YOU'RE INVITED!
Seafood Recipe Contest
Sponsored by
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Congratulations to Donald Astin of Fairhaven for submitting this great seafood recipe

Fish Pie

(1) 9" Deep Dish Pie Crust
1 LB fresh fish fillets - Haddock/Cod
1/2 cup dry white wine
1 tsp salt
1/8 tsp pepper
1 bay leaf
1 medium to large onion coarsely chopped
2 T butter/margarine
2 T flour
1 cup plain nonfat yogurt
1/2 cup fresh grated Parmesan cheese

Line deep dish pie plate with crust. Refrigerate until ready to use. In large skillet, simmer fish in wine, bay leaf, onion, salt, pepper and 1 1/2 cups water, until fish flakes easily approximately 15 minutes. Heat oven to 350 degrees.

Drain fish, reserve 2/3 - 3/4 cup of liquid and onion. Flake fish. Make roux with butter and flour, stir in reserved liquid to make smooth sauce. Remove from heat, stir in fish, onion and yogurt. Mix well. Pour into pie shell, sprinkle cheese on top.

Bake 50-60 minutes until crust is golden.

Let stand 15 - 20 minutes at room temperature before serving. Serves 4-6. Garnish with parsley.

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5. TAFYES

Now unscramble the circled letters to form the mystery word.

Mystery Word

Name The Fishing Vessels

Fill in the appropriate letters to create the names of New Bedford or Fairhaven Fishing Vessels!

1. ___Y / ___Y
2. ___D_ & ___D_
3. ___O_
4. _E_ / ___E___
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8. _M_____ / _O___
9. ____E / K
10. ___ / W___

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2. Linda & Ida
3. Thor
4. Lee Dawson
5. Fairmen
6. Alaska
7. Niagara Falls
8. American Hope
9. Susie K
10. Jay May

Scrambler
1. radio
2. dresses
3. pump
4. lifeboat
5. safety
EPIRB

Big Brother/Big Sister In New Bedford

A Message From The New Bedford Child And Family Service

Take a little time to make a big difference — Become a Big Brother or Big Sister!

Growing up is never easy but having a special friend helps a lot. And when that friend is older, wiser and willing to take the time to listen, that is special indeed.

Big Brother and Big sister provide special friendships and role models for boys and girls from single-parent homes. Having a Big Brother or a Big Sister can help a child to better handle life's ups and downs.

Of course, not all growing children need a Big Brother or a Big Sister but for many children, especially boys and girls who have only one parent in the home, there is a need. When a child loses a parent through divorce, separation or death, the impact can be devastating. Often the remaining parent is unable to provide all the attention the child needs. In those cases, a Big Brother or Big Sister can be the friend who provides the balance necessary to help bring a child's life back on an even keel.

Think about it. How many chances do you get to really make a difference . . .Big Brother/Big Sister will give you that chance. By volunteering, you benefit a child directly. You can see the good you're doing - week by week - month by month. And it isn't difficult. Your job is not to replace a parent. You just have to be a friend - What could be simpler?

Can a fisherman be a Big Brother? Of course, it just takes a little planning.

No time to help? How about playing volleyball March 23 or 24 for Big Brother/Big Sister?

Too busy? A cash gift would help make sure this program continues. It is tax deductible and all monies are used locally to help local youngsters. For information about:

Becoming a Big Brother, call Bonnie Logan

To play volleyball, call Marlene O'Neill.

To send a contribution, send your check or money to

Big Brother/Big Sister
New Bedford child and Family Service
1061 Pleasant Street
New Bedford, MA 02740

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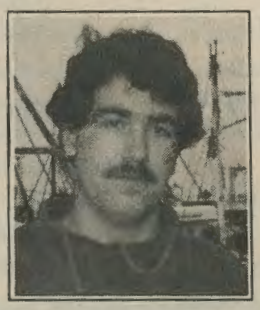
"Dockside Expressions"

This Weeks Barnacle Question: Have you ever thought of changing your profession?

John Verissimo
F/V Jamie W.

"Everyday. Every single day. Fishing is a hard way to go, but I would never change it. Although, I definitely think about it."



Paul Brown
F/V Little Dreamer

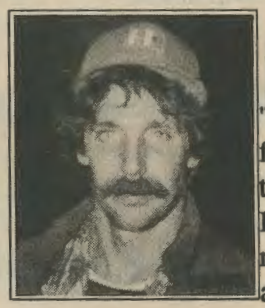
"I wouldn't think of it. Working sixteen hours on the boat would be eight hours in an office anyday. I love it! I love the freedom."

Wayne Costa, Captain
F/V Narragansett

"Yeah, all the time, when it's blowing a gale of wind! I always ask myself *what's a handsome guy like yourself doing in a place like this*?"

Robert Earhart
F/V C-Venture

"Well , I used to think of changing it. I always thought fishing was for a desperate man and it's always been a hard life, but fishing it seems has got to be in your blood. I've been fishing since I was 13, but being a family man I have tried in the past to try other occupations. I always seem to go right back fishing. It's something that I love and like I said, it's in my blood. I try other things, but I always want to be fishing. I always want to be on the water, out on the ocean."



Matt Winn, First Mate
F/V Narragansett

"Yeah, many times. I've been fishing 14 years and I can't think of anything else where I can make this kind of money. Believe me, I think about it all the time. I don't want to work in a factory or anything like that. The money in fishing is too good."

Karen Gomes
Dockside Reporter

Hi!

For this issue of **"DOCKSIDE EXPRESSIONS"** I decided to ask a question that would be on a lighter note. A fun kind of question. You all answered just as I thought. For the most part you all think about changing your profession, but would never actually leave the ocean!

Thank you all for giving me this issue's **"DOCKSIDE EXPRESSIONS"** May you all have safe and prosperous trips!

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Fishing Is Big Business In Massachusetts

According to information supplied by the Massachusetts Department of Fisheries, Wildlife and Environmental Law Enforcement, fishing produced the following levels of economic activity in 1989:

Number of Fishermen	5,000	
Number of Processors and Wholesalers	325	
Full Time Employees	8,030	
Part Time Employees	6,100	
Pounds of Fish Landed	286,476,000	
Value of Fish Landed	$274,000,000	(3rd in the Nation)
Retail Value of Fish	$1,000,000,000	(One billion)

Limites - Quando E Quantos?

By José Vinagre

O plano de estabelecer controls sobre a pesca do arrasto continua de vento em poupa depois de duas reuniões publicas pelo "Comité de Muitas Especies" do Conselho de Pescas da Nova Inglaterra.

O Comité reuniu a 31 de Janeiro e a 13 de Fevereiro para discutir como conseguir uma redução anual de 20% no volume de pesca do arrasto.

Como haviamos noticiado em artigos anteriores, o processo é de certo modo complexo pois rege nada menos que 602 medidas, contudo nós tentaremos com este e outros artigos simplificar a compreensão das propostas a apresentar pelo conselho.

Entre ,uitas medidas, as que irão afectar em maior escala a frota de New Bedford são: Aumentar a area de desova para Leste, Oeste e possivelmente Norte. Aumentar para 6" o tamanho de malha inferior a 6" dentro do barco que tem o unico fim de apanhar peixe do arrasto. Licensas de pesca para 1992 não serão autorizadas para barcos que não se encontrem debaixo de contracto de construção antes do dia 21 de Fevereiro de 1991, ou que pescou antes do dia 21 de Fevereiro de 1992. Barcos com licensas não serão autorizados a aumentar a cavalagem ou a capacidade dos motors. Para barcos que forem destruidos ou afundados, o dono podera requesitar uma licensa nova, (a antiga é automaticamente invalida uma vez que o barco é perdido) no prazo de um ano, contudo o novo barco não pode ser superior ao anterior em mais de 10% no que diz respeito a capacidade de cargo assim como também ao tamanho do motor. Para transferir a licensa para um novo proprietario, o Servico Nacional de Pescas Maritimas terá que ser notificado por escrito, no entanto se o pedido for indeferido, o requeridor pode apelar da decisão dentro de condições específicas. No fim do prazo de reconstrução das pescas, o Conselho poderá oferecer novas licensas se consíderar que o volume de peixe acessivel justifica a entrada de novas unidades na frota.

O comité das pescas de arrasto tem durante alguns meses trabalhado num plano de reconstrução das pescas e as medidas anteriormente mencionadas são apénas para o primeiro ano contudo os detalhes para os restantes 4 anos, estão ainda por ser trabalhados, no entante outras medidas poderã ser adicionadas quando o comité reunir nos meados de Março.

O Servico Nacional de Pescas Maritimas continua a pressionar os Conselhos Regionais para que tomem as devidas medidas de protecção aos volumes de peixe ainda existente. Estudos biológicos e economicos concluiram que o volume de cardumes de bacalhau, haddock e yellowtail é extremamente baixe e o Servico Nacional não pode aceitar as condições presentes. O presidente do comité das pescas de arrasto, Sr. David Borden disse que "nós estamos a tentar resolver varios problemas ao mesmo tempo, e penso que proceguir wm frente é necessario, mais do que esperar por outras medidas mais complexas". Uma das razões primárias em focar certos problemas, é que o volume de peixe da cria de 1988-89 é muito aceitavel, no entanto se não tomarmos medidas de protecção, esse peixe nunca chega ao tamanho de maturidade. Na iventualidade que outras crias não sejam tão productivas, nós podemos perder uma boa oportunidade de reconstrução. Se não usarmos esta oportunidade, teremos iventualmente que aplicar medidas mais drasticas para o pescador. Outras medidas estão a ser consideradas, como aumentar o numero de dias que um barco deve amarrar entre viagems, ou possivelmente um periodo mais longo.

Em qualquer dos casos é necessario que os pescadores em numero, se fassam ouvir, não só por intermedio das suas associações, como também individualmente quando o Conselho Regional abrir audiencias publicas para apresentar e discutir as suas resoluções.

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Mr. Gary Golas,
Editor of the Barnacle

Congratulations on the success of your publication!
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Keep up the good work!
Atlantic Restaurant Supply, Inc.

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